



BAINBRIDGE ISLAND FERRY TERMINAL IMPROVEMENT PROJECT COMMUNITY WORKSHOP

ABBREVIATED SUMMARY

April 15, 2006

WORKSHOP OVERVIEW

On Saturday, April 15, a group of 50 community members came together to participate in a workshop focused on planning a new, updated Bainbridge Island Ferry Terminal. The Bainbridge Island Ferry Terminal is not only a critical transportation center for thousands of commuters, it also marks a significant point of entry to the Island and Kitsap County and is the first impression many visitors have of the community.

Bainbridge Island and adjacent cities in Kitsap County are continuing to grow, creating a greater need to make key structural repairs at the aging facility, accommodate an increasing number of pedestrians and bicyclists, while providing access for persons with limited mobility, drivers and transit users. To learn more about the needs of ferry users and Island residents and what they would like to see for their future ferry terminal, Washington State Ferries (WSF) invited the public to explore options for improving the terminal that would benefit the community as well as ferry operations.

OBJECTIVES

The purpose of the workshop was to engage a diverse group of community members in sharing their interests and priorities with the WSF project team. The project team hoped to gather feedback on early concepts for the terminal and arrive at a clear understanding of public needs to address as they work to develop a preferred option for the ferry terminal.

NOTIFICATION

WSF provided expanded notification of the community workshop in order to get a wide range of participants on Bainbridge Island and beyond. WSF used the following methods to advertise the workshop:

- Mailing postcard announcements to approximately 37,000 households in Poulsbo, Silverdale and Bainbridge Island (March 27)
- Mailing invitation letters to over 80 community organizations on Bainbridge Island and Kitsap County (March 29)
- Follow-up recruitment calls to community organizations (April 10-13)
- CAG members distributed postcard announcements aboard the ferry, on buses and to additional contacts
- Posting newspaper advertisements in the following publications:
 - o Bainbridge Review (4/1, 4/5, 4/8 and 4/12)
 - o Kitsap Sun (3/29, 4/2, 4/9 and 4/12)
 - o Central Kitsap Reporter (4/1 and 4/5)
 - o Kitsap Free Daily (3/31 and 4/5)
 - o North Kitsap Herald (4/1 and 4/5)



- o Port Townsend Leader (3/29 and 4/5)
 - o Bainbridge Islander (4/1 and 4/8)
- Sending an email notice to the project database and the Bainbridge-Seattle route alert
- Sending an email notice to Kitsap Transit riders (April 12)
- Providing a notice on Kitsap buses serving the Bainbridge Island terminal (posted April 12)
- Posting a notice on the project Webpage
- Issuing press releases to media outlets on Bainbridge Island and Kitsap County (April 6)

WORKSHOP AGENDA

9:00 Welcome & Introductions

Project Manager Rob Berman set the stage for the workshop and introduced the project team.

9:10 Project Overview Presentation

Rob Berman provided background information on the project and reviewed the priority needs for the project identified to date by the Community Advisory Group and outside agencies.

9:30 Work Session #1: Understanding Priorities

Participants discussed their experiences at the ferry terminal and their thoughts about the most critical areas to address. Team members indicated which issues were the most important to them on a graphic continuum.

10:25 Report Back from Work Groups

Team facilitators presented key points from the work session to the larger group.

10:35 Presentation of Early Concepts

David Hewitt of Hewitt Architects reviewed three early concepts developed by the design team, as well as the 1998 Master Plan.

10:55 Work Session #2: Developing Options

Team facilitators led discussions to understand the preferred design elements shown in the early concepts and those that should not move forward. Participants shared any new ideas or proposed design modifications.

11:35 Report Back from Work Groups

Team facilitators presented key points from the work session to the larger group.

12:05 Public Comment

Public feedback and questions regarding the results of the workshop.

12:30 Conclusion



KEY DIRECTION TO WASHINGTON STATE FERRIES

The four teams participating in the workshop provided the following recommendations to the WSF project team to incorporate as they refine concepts for the ferry terminal:

- Improve safety and circulation for pedestrians and bicyclists
- Connect the terminal to downtown Winslow
- Create incentives for passengers to walk, bike and/or use transit
- Provide better multi-modal connections
- Separate modes to improve safety and circulation
- Site the transit deck close to the ferry
- Retain existing parking and provide new parking options
- Coordinate with adjacent property owners
- Rework plans for Kiss & Ride and loop circulation system
- Simplify concepts
- Terminal building should serve primarily a functional purpose, but of a high-quality architectural design
- Create an accessible terminal for all users
- Offer green space opportunities
- Do not add pressure to bottleneck at SR 305 and Winslow Way



TEAM DISCUSSION HIGHLIGHTS: UNDERSTANDING PRIORITIES

Red Team

David Hewitt, Architect, Team Facilitator

Janice Shaw, Community Advisory Group Member, Scribe

The team agreed strongly that pedestrian circulation was the biggest priority for the project team to address. They also wanted to see better multi-modal connections and circulation for bicycles. One member suggested connecting the ferry vessels to tour buses to help encourage tourist traffic. To then draw visitors downtown, participants wanted to see better signage to help with way-finding. Currently, a big problem is when the holding lanes get overloaded. Vehicles get backed up on the highway and then block transit from entering the terminal.

Team Priorities:

- Bicycle circulation received a mid- to high-ranking
- High priorities included multi-modal connections and transit circulation
- Mixed response regarding holding lanes, security and local access
- The terminal building is a moderate priority
- Pedestrian circulation received the highest ranking
- Signage and way finding are also important elements

Blue Team

Rob Berman, Project Manager, Team Facilitator

Heather Page, Project Team Member, Scribe

Blue Team members were interested in bringing business into Winslow by creating a gateway between the terminal and downtown and were concerned about possible impacts on businesses in the project vicinity. Most participants viewed congestion as a problem during peak loading times at the ferry terminal, particularly at the Olympic Drive and Winslow Way intersection and at the access road to the Eagle Harbor Condominiums. The group also discussed the importance of safety and circulation for pedestrians and bicyclists.

Team Priorities:

- High priorities were local access and transit circulation
- Provide a gateway experience of high quality design
- Multi-modal connections was a medium priority
- The terminal facility should be visually appealing
- Most important issues were pedestrian and bicycle circulation
- One team member believed security is a high priority



Orange Team

John Whitlow, Community Advisory Group member, Team Facilitator

Kelly Riutta, Project Team Member, Scribe

The group emphasized the importance of safety for all transportation options and making the terminal accessible for all users. Members felt that improving safety for pedestrians and bicyclists was critical. For pedestrians and bicyclists, the team suggested providing a left turn onto Winslow Way, a connection to the waterfront trail and separating modes. To encourage additional foot passengers, they wanted to promote Park & Ride lots with shuttles to the terminal. Transit should also be allowed to exit more quickly rather than waiting for the entire boat to unload.

Team Priorities:

- Top priorities included safety and the separation and interaction of all modes
- Spend money in terms of where WSF can get the most value
- Design an attractive, but inexpensive terminal
- Accommodate cyclists
- Efficient ingress and egress for transit
- Better links to downtown Winslow with improved pedestrian access, perhaps with a moving walkway

Green Team

Rik Langendoen, Community Advisory Group member, Team Facilitator

Ashley Harris, Project Team Member, Scribe

Participants wanted to encourage alternatives to driving by improving multi-modal connections. Members also believed pedestrian safety could be improved by avoiding crossing at SR 305 and eliminating the need to walk up and down hills to access the terminal. The team offered new ideas to improve circulation for bicycles such as displaying posters showing bicycle loading procedures and providing "how to" information on the rules of the road. The group desired improved access for area residents and bicyclists at the terminal and on adjacent roads.

Team Priorities:

- Create multiple points of access to serve the local community and businesses
- Enhance multi-modal connections
- Address the needs of an aging population
- Improve pedestrian access by eliminating the multiple grade changes to get to the terminal
- Bike safety, access and circulation were key issues



TEAM DISCUSSION HIGHLIGHTS: DEVELOPING OPTIONS

After reviewing the three early concepts for the ferry terminal, groups discussed the strengths and weaknesses of the elements offered. The following represents key points from the team discussions.

Red Team

David Hewitt, Architect, Team Facilitator

Janice Shaw, Community Advisory Group Member, Scribe

Concept A

- Convergence of modes at SR 305 could be an issue
- The holding area presents light and air quality problems
- Like separation of modes

Concept B

- Provides heightened air quality for cyclists
- Like separation of cars and buses
- Easy access from transit to terminal
- 90 degree turn for 40 foot buses would be difficult
- Would like to see other options to route bicycles on SR 305

Concept C

- Like elevated platform for transit
- Tunnel provides good separation between modes
- Would not like to see loss of permanent parking
- Counter-intuitive exiting for vehicles
- 90 degree turn for transit would be difficult
- Increased distance from transit to the ferry is an issue

New Ideas & Observations

- Build a multi-level parking garage
- Provide a shuttle for those with limited mobility
- Offer user amenities for holding area and terminal



Blue Team

Rob Berman, Project Manager, Team Facilitator

Heather Page, Project Team Member, Scribe

Concept A

- Like transit focus
- Prefer terminal next to ferry and cars underneath
- Too complex
- The long walk presents problems
- Could create congestion problems on Winslow Way

Concept B

- Space near transit deck not utilized
- Like pedestrians at grade

Concept C

- Provides light for holding lanes
- Too complex
- Focused on cars

New Ideas & Observations

- Mark clearly any elements that require purchase of additional property and work with property owners on future plans
- Concepts show too much focus on vehicular and transit movement
- Start with thinking about non motorized needs, then transit and cars
- Consider whether the terminal should be designed in response to the peak ridership levels projected by the system plan
- Do not like plans for Kiss and Ride
- Consider aging demographics and their needs



Orange Team

John Whitlow, Community Advisory Group member, Team Facilitator
Kelly Riutta, Project Team Member, Scribe

Concept A

- Efficient allocation of space
- Terminal building on land
- Creates a bottleneck at SR 305 and Winslow Way
- Do not like aesthetic of transit lid on structure

Concept B

- Like transit access at Cave Avenue
- Transit deck could be hard to modify in the future
- Poor holding environment

Concept C

- Helps improve transit access
- Like the bicycle-only left turn lane
- Lacks future transit options

New Ideas & Observations

- Schemes don't address overall parking issues
- Accommodate a future water taxi across Eagle Harbor
- Group split between moving the transit area over auto holding versus sited next to it at grade
- Pedestrian circulation had too many grade changes and would require pedestrians to traverse back and forth on their way to and from the terminal
- Provide other options to the circulation for the Kiss and Ride lot
- Consider having an offsite parking system that has a free circulating bus as an incentive to park away from the terminal



Green Team

Rik Langendoen, Community Advisory Group member, Team Facilitator

Ashley Harris, Project Team Member, Scribe

Concept A

- Ingress and egress too complex
- Creates pressure to widen SR 305
- Too much concrete and not enough possible green spaces-
- Has a SeaTac Airport feel on multiple levels, lots of concrete and mixing of modes

Concept B

- Promotes transit by separating it from other modes
- Good opportunities for trees and green space
- Concern about bottleneck at Winslow Way
- Provide access to waterfront trail
- Keep the holding area open
- Reduces the overall footprint
- Concern that using Cave Avenue would result in Wyatt highway crossing

Concept C

- Prefer uncovered holding area
- Feels large and out of scale compared to what is on the island now
- Tunnel could work from a conceptual perspective
- Transit deck too far away from ferry
- Fear a bottleneck at Cave for transit access and egress
- Ensure access to the waterfront trail
- Bike holding should be functional

New Ideas & Observations

- In general, approval of concepts progressed from "A" to "C"
- Use Ferncliff as transit exit
- Stagger ferries to solve unloading mess
- Provide some underground holding and parking under transit for Concept C
- Prepare 3-D imaging to understand grade
- Combine Concepts B and C, with the terminal closer to water, but further from transit